UNITED STATES NAVAL TECHNICAL MISSION IN EUROPE

File: A8-2/(60/ab)

c/o FLEET POST OFFICE, NEW YORK, N.Y.

Serial 0469

7 July 1945

CONFIDENTIAL

From: To:

DUCED AT THE NATIONAL ARCHIVES

Chief, U. S. Naval Technical Mission in Europe. Chief of Naval Operations, attn: (OP-16-PT).

Subject:

Letter Report Number 187 - 45 (E).

"Kurier" System of U-Boat Communication.

Enclosure: (HW)

(A) "Notes on the Kurier System" by Lt. Rocke, RNVR.

(B) Photographs of the Kurier Geber, (Fig. 1 and Fig. 2).

- 1. A sender or "geber" was removed from a Type 21 Submarine at Bergen, Norway and was shipped to NRL via Air Express, Priority 2, on 26 June 1945. With it was sent a Phillips CR-101-A Receiver of the type used in the "Kurier" System.
- 2. The geber found at Bergen was essentially the same as that described in enclosure (A) with the following exceptions: (Refer to photos)
 - (a) Instead of two switches as outlined in par. 7 the Bergen model has three switches. One is the on-off switch which starts the motor and energizes the amplifier. Another switch selects one of two transmitters, with a center neutral position. The third or "Senden" switch is a mechanical arm which engages a cam, operating a key which connects the amplifier output to the transmitter keying circuit for one revolution of the scanning arm. One set of contacts on this key lights a pilot light.

Operators were instructed to hold the "Senden" switch until the light flashed, indicating that the message had been sent. Repetition of this transmission was resorted to only in the case of extremely bad atmospherics.

(b) Instead of slides, as indicated in par. 6, the keys consist of 84 moveable and 25 fixed bars. The hinged moveable bars described an angle of approximately 10° to the pdes of the scanning electromagnet when in the non-send position and are parallel to and approximately 1 mm. from the poles when set at the "in" or transmit position.

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The mounting position was evidently not critical as of the two observed in Type 21 Boats, one was on the outboard bulkhead and the other on the inboard bulkhead over the compartment entrance door.

The notched keyes seem to indicate that some sort of setting template may have been employed, but no such device was found. All instruction books abourd the boat had been destroyed.

> /s/ HARRY D. HOFFMAN Acting.

cc:

BuShips N.R.L.

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